THE SEATTLE PLANT HAS A CAPACITY OF 300 CARS DAILY

THE new Ford assembly plant has a capacity of 300 cars daily. It is the newest addition to Seattle's industries and one of the largest employers of labor in the city.

This new unit in the world-wide chain of Ford factories was planned to take care of the increasing demand for the new Ford cars and trucks in Washington, parts of Montana and Idaho and the territory of Alaska. It supplants the old Seattle branch at 724 Fairview Avenue North, which was no longer adequate.

The new Seattle factory is the third large assembly plant to be built by the Ford Motor Company on the Pacific Coast in the last two years and a unit in the $60,000,000 Ford world expansion program announced two years ago. The other new Pacific Coast plants are at Long Beach, near Los Angeles, and Richmond, across the bay from San Francisco.

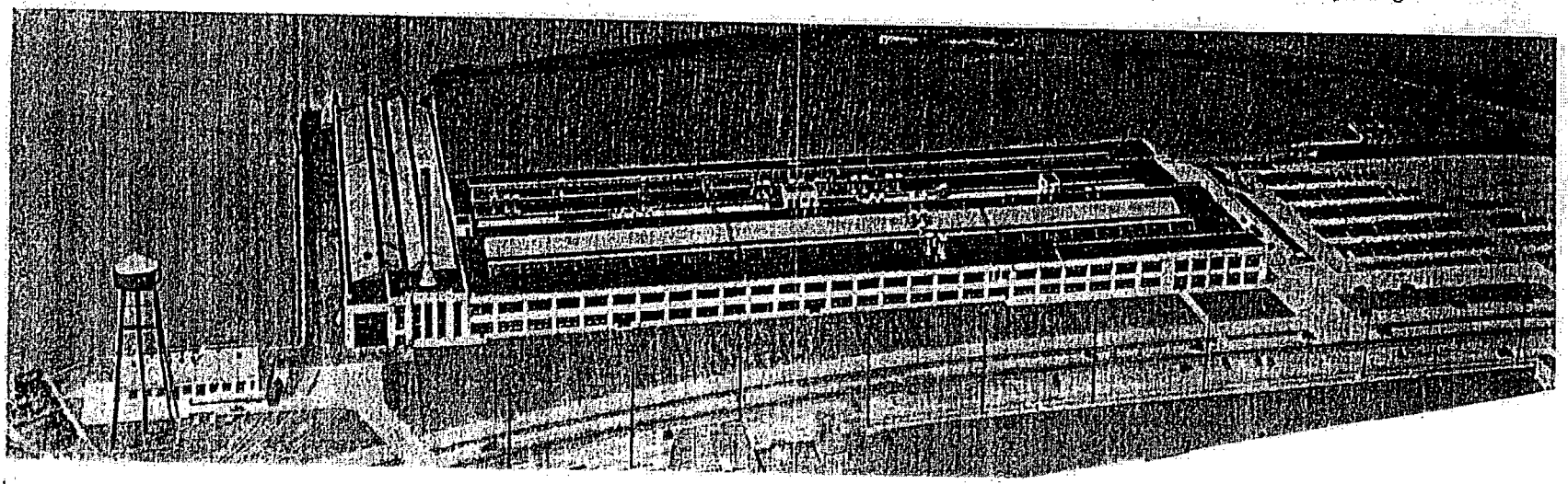
The Seattle plant is located at Hudson Street and East Marginal Way, on a dredged slip connecting with the Duwamish Waterway. Both rail and water transportation are available. In this respect the plant is similar to most of the other new Ford factories which have been completed recently in many parts of the world.

Supplies are shipped to the new plant both by rail and water. Parts manufactured in the main Ford works at Dearborn, Michigan, come in Ford vessels via the Great Lakes and New York state barge canal to branches on the Atlantic seaboard and thence via Panama Canal to Seattle.

The plant is served by the Oregon and Washington Railroad and Navigation Company which connects with the Great Northern, Northern Pacific and Chicago, Milwaukee, St. Paul and Pacific railroads. The railroad facilities were constructed with a view to prompt and economical handling of materials. With rail and water transportation supplementing each other, substantial savings are effected.

The factory site, embracing 33 acres, adjoins the waterfront and faces East Marginal Way. The manufacturing plant, of one and two-story structural steel, concrete and brick construction, is 750 feet long by 320 feet wide. The second story, given over to body manufacture and the plant offices, runs the length of the building and is 160 feet wide.

A covered craneway 500 feet long by 100 feet wide runs almost the full length of the 520-foot dock, adjoining the manu-



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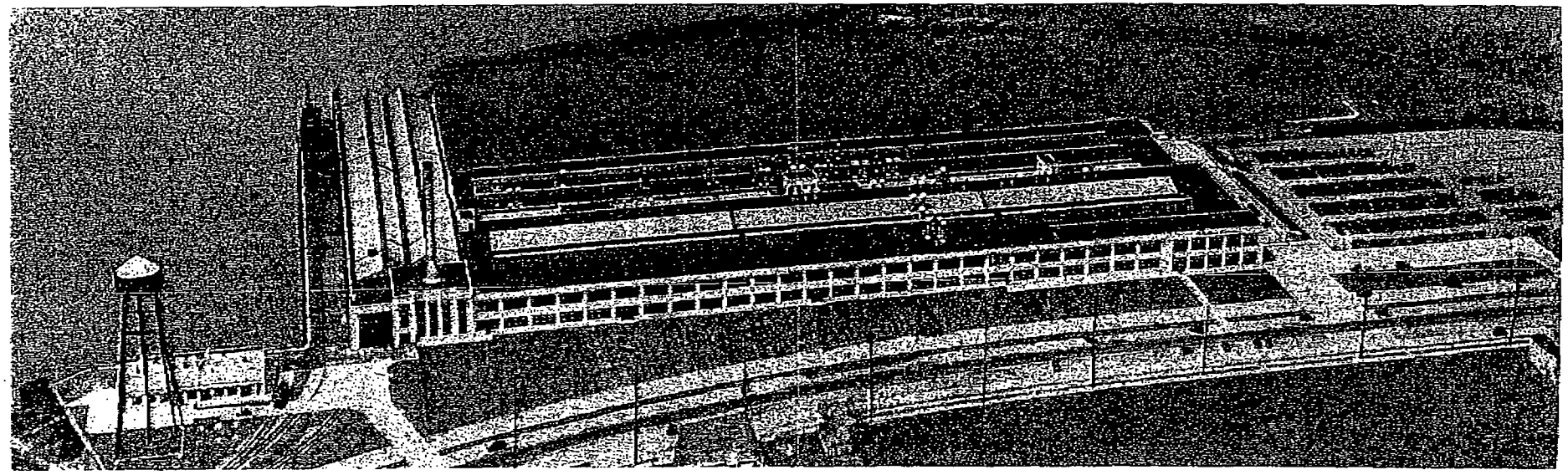

[facturing building on the south] ~~the south~~. Unloading is accomplished ~~with a~~ large gantry-type crane. The entire plant is built upon hundreds of wood and concrete piles driven into filled land.

Parts manufactured at the Long Beach, California, Ford plant or by other suppliers and shipped by rail are delivered at a loading dock facing a depressed railroad track which runs the entire length of the west side of the plant. The dock is also served by a railway spur.

A boiler house, built integral with the plant at the east end of the craneway, is equipped with two boilers for supplying steam and heat and with air compressors and other service equipment.

An oil and paint house, 113 x 63 feet, is located near the southeast corner of the building. It is equipped with oil and paint storage and mixing tanks and pipe lines which carry these liquids through an underground tunnel to the main building.

The plant lobby and offices, garage, and showrooms for cars and trucks are located in the northeast corner of the building. The offices on the second floor are reached by a broad stairway leading from the lobby.

In the design and construction of the plant every feature of the architect's skill and all the experience of the Ford Motor Company were utilized to combine manufacturing efficiency and economy with healthful working conditions.

From the time a Ford steamship docks at the plant or a freight car is spotted in position alongside the loading dock inside the plant until the finished motor car is driven off the end of the final assembly line there are no unnecessary steps, no heavy manual labor that can be accomplished better by cranes, conveyors or machines.

A flood of softened daylight from the numerous windows supplemented by a total of more than 356 mercury lights illuminates every portion of the plant. This, together with the most scientific system of ventilation, contributes to the pleasant working conditions in the plant.

FORD MOTOR COMPANY

The Seattle Plant of the FORD MOTOR COMPANY

Ford